

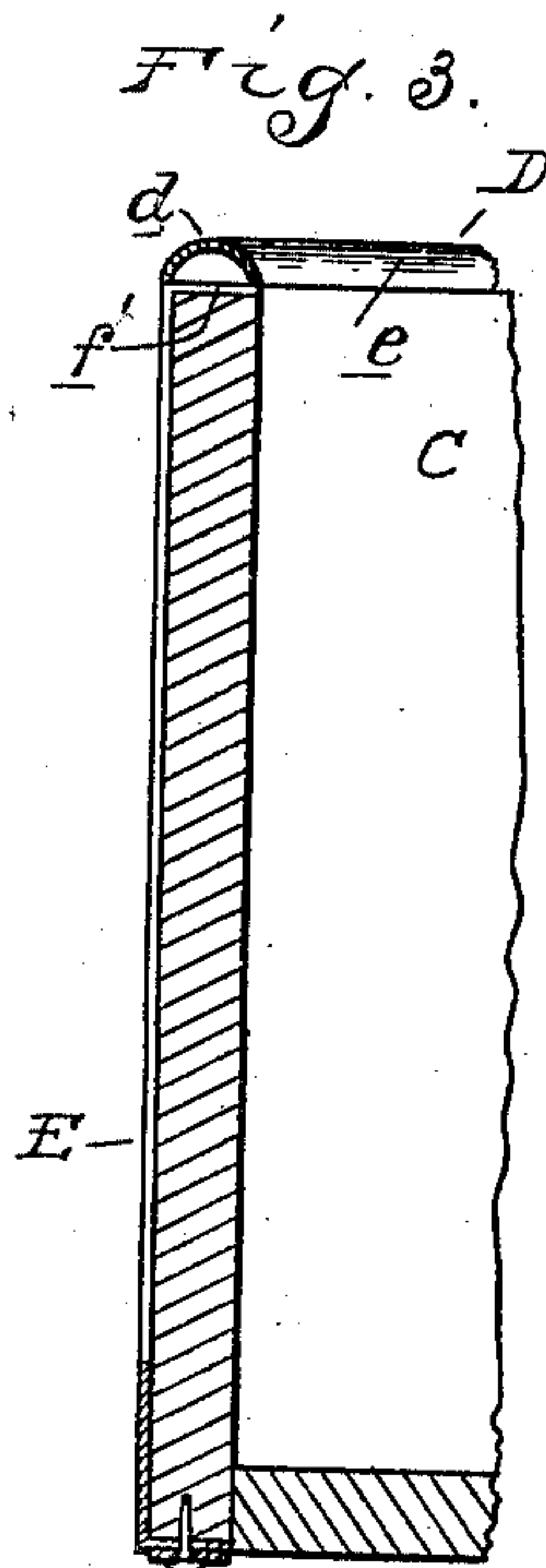
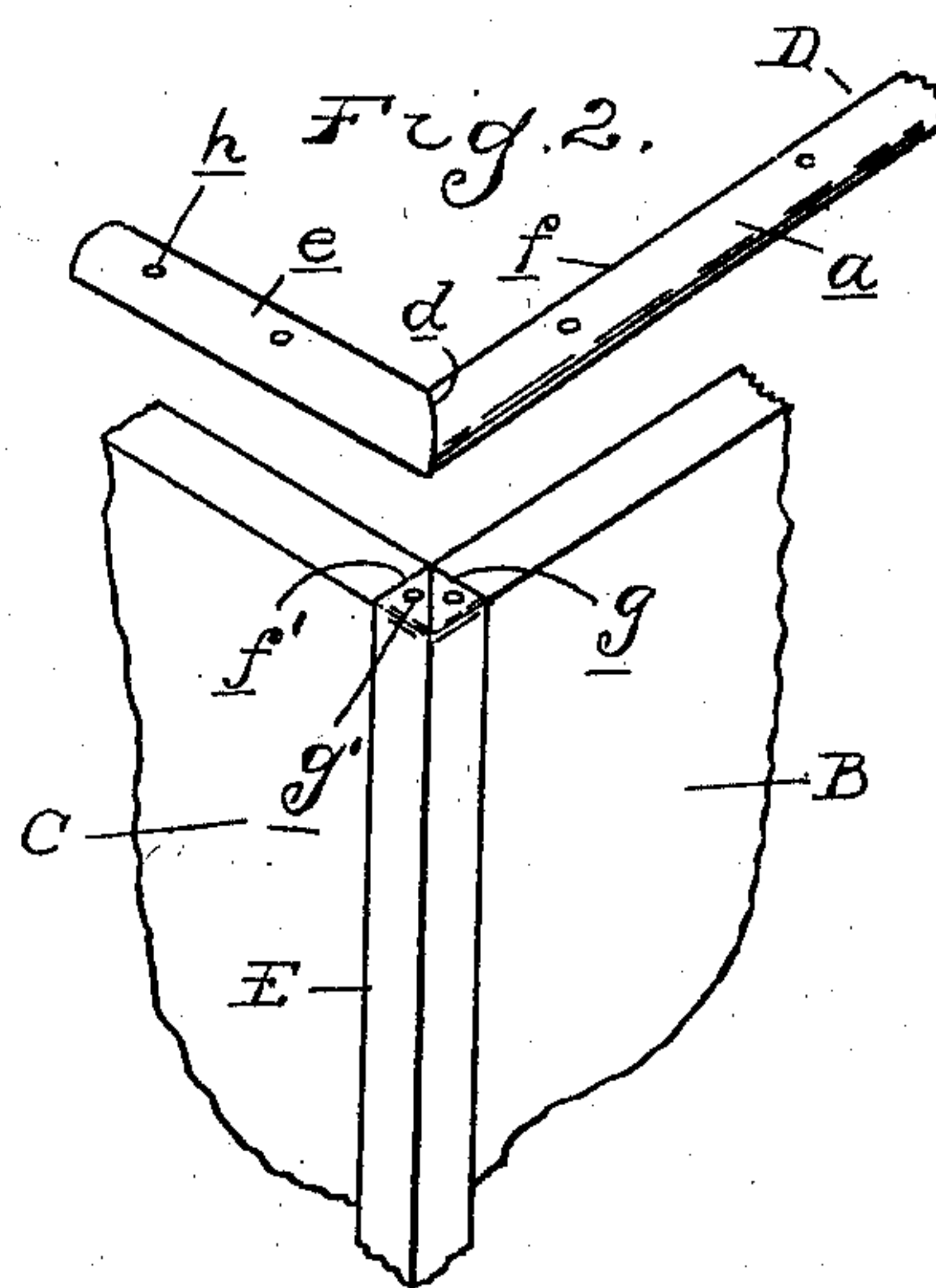
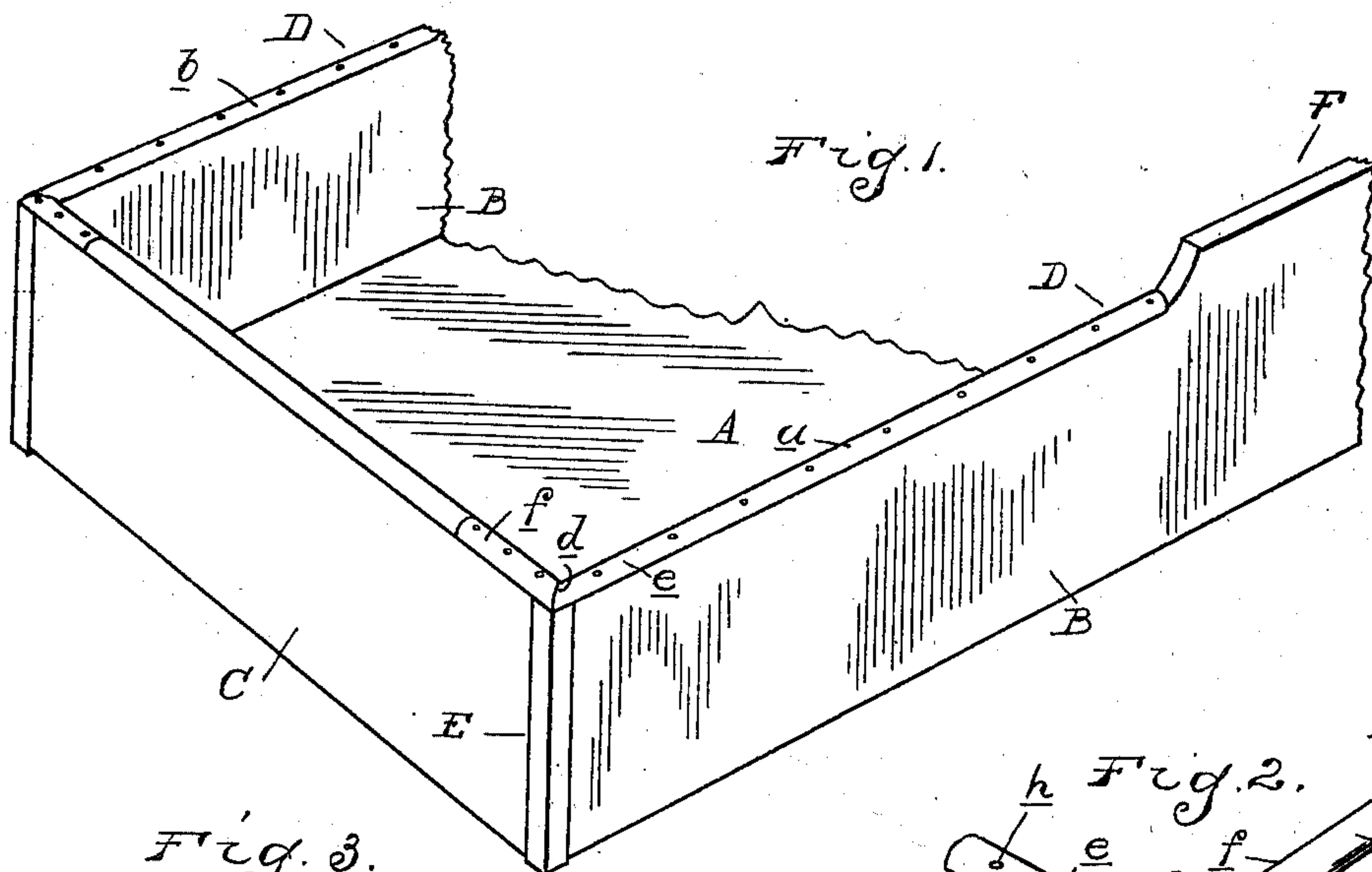
No. 719,007.

PATENTED JAN. 27, 1903.

J. P. JOHNSON.
VEHICLE BODY.

APPLICATION FILED APR. 28, 1902.

NO MODEL.



Inventor
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Witnesses
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UNITED STATES PATENT OFFICE.

JEREMIAH P. JOHNSON, OF DETROIT, MICHIGAN.

VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 719,007, dated January 27, 1903.

Application filed April 28, 1902. Serial No. 104,997. (No model.)

To all whom it may concern:

Be it known that I, JEREMIAH P. JOHNSON, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Vehicle-Bodies, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to vehicle-bodies, and has more particular reference to the construction of light-carriage bodies.

The invention consists in the peculiar construction of the strengthening-braces for reinforcing the corners of the body and for protecting the exposed edges, as more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a portion of the vehicle-body to which the improvements are applied. Fig. 2 is a similar view showing the manner of applying the corner-brace, and Fig. 3 is a vertical section through one corner of the body.

The body comprises a bottom section A, sides B, and end C, all preferably formed of thin boards of wood and united to each other in any suitable manner. In order to protect the upper exposed edge of the board, it is customary to cover the same with a metallic strip. With my present construction I employ a metallic protecting-strip for the exposed edge, which is so constructed as to form a brace for strengthening the corner of the body. To further strengthen the body, I also use a metallic strip of angle cross-section, which protects the corner formed by the juncture of the sides and end. This strip is slitted at opposite ends, so as to form flanges that may be bent over at the top and bottom, said flanges being nailed or otherwise secured to the body, while the top flanges are also held in position by the metallic edge-protecting strip.

The parts just described are preferably constructed as shown in the drawings, in which—

D is a metallic edge-protecting strip. This strip is formed in two similar sections *a* and *b*, each of which is of angle form and comprises the portion *e*, adapted to extend along the edges of the side B, and the portion *f*, extending for a short distance along the end C. The portions *e* and *f* are integral and together form a corner which registers with the corner

of the body. They are also preferably formed of segmental cross-section, the under face being concaved. The portion *e* preferably extends to cover the entire length of the edge of the side from the end thereof to the raised center portion F, upon which the seat is supported. The portion *f*, however, is of considerably lesser length and only covers a portion of the end C. The sections *a* and *b* are preferably struck up from a sheet-metal blank to form the segmental cross-section, and as the portion *f* is comparatively short the blank can be cut from a sheet without great waste.

E is a corner-protecting strip which consists of a bar of angle cross-section, having its upper and lower ends slitted at an angle, so as to be capable of being bent over at the top and bottom of the body. At the upper end the metal is cut away, so that when the flanges *f'* and *g* are turned over they will form a miter-joint with each other, as shown in Fig. 2. These flanges are then secured in position, preferably by nails *g'*, and are further held by the securing of the sections *a* and *b*, which cover said flanges, as shown in Figs. 1 and 3.

The edge-protecting strips D are preferably secured to the edge of the body by nails passing through apertures *h* therein.

With the construction as described it is obvious that not only is the edge of the body protected, but also the corners formed by the juncture of the sides and end, and the whole body is strengthened by the bracing of the metallic angles.

What I claim as my invention is—

1. In a carriage-body, the combination with the box comprising side and end sections joined together, of a protecting-strip of angle cross-section formed by a sheet-metal stamping fitting over and secured to the corner formed by the juncture of said side and end sections, said strip being bifurcated at opposite ends and having the furcations respectively overlapping the top and bottom of said box, and a metallic protecting-strip secured to the upper edge of said side and end comprising a bar of segmental cross-section, and having an angle portion formed integral therewith, said bar covering the upper overlapping furcations of said corner-protecting strip.

2. In a carriage-body, the combination with the box thereof comprising side and end sections directly joined together, of a protecting-strip of angle cross-section formed of a
5 sheet-metal stamping and fitting over the vertical corner formed by the juncture of the side and end, both ends of said strip being bifurcated and having their furcations bent respectively over the upper edge and bottom
10 of the box, means for fastening said furcations thereto and a metallic protecting-strip

secured to the upper edge of said side and end, having an integral corner and covering the overlapping furcations of said corner-protecting strip.

In testimony whereof I affix my signature
in presence of two witnesses.

JEREMIAH P. JOHNSON.

Witnesses:

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